

HONGKONG FOOTBALL CLUB.

The seven teams that will compete for the Six-a-side Challenge Cup and Medals are as follows:—

C. T. Kow (Capt.), H. W. Beyer, B. Henderson, H. C. Austen, A. B. de Velle, R. N. W. E. Robertson.
W. W. Clark (Capt.), W. T. Caulfield, R. E. J. Johnston, O. J. Barnes, W. A. Crake, L. Chesney, R. E.
J. D. Danby (Capt.), G. B. Macdonald, R. A. H. A. Seth, E. B. Fye, J. P. Jordan, S. Hinchman.

J. W. C. Bonnar (Capt.), H. S. Holmes, C. Humphreys, E. D. Bain, A. R. Rogers, W. A. Stuppi.
H. A. Brent (Capt.), H. S. Gaskell, R. E. J. M. Forrester, W. A. Rowley, R. N. P. H. Campbell, R. E. J. H. A. Hanco.

The following will act as substitutes:—
Messrs. C. B. Hayward, H. M. Bain, S. A. Seth, J. H. Seth, P. S. Jamson, E. A. Hanley, H. C. Gray, J. Burnstow, J. W. Crouch, and G. Gittings. Also any new members joining after this date and the last two mentioned players in the above seven teams may act as substitutes.

Kick-off—Not later than ten minutes past five. Off-side—Two players.

The matches will be played as follows:—

September 28, Clark v. Bonnar
Worcester v. Brent

30, Kow v. Danby
Wolfe v. Bonnar

October 2, Clark v. Worcester
Brent v. Wolfe

5, Clark v. Kow
Clark v. Brent

7, Wolfe v. Danby
Brent v. Kow

8, Danby v. Worcester
Kow v. Bonnar

12, Kow v. Bonnar
Wolfe v. Clark

14, Clark v. Danby
Bonnar v. Brent

15, Bonnar v. Brent
Wolfe v. Worcester

16, Kow v. Worcester
Danby v. Brent

19, Wolfe v. Kow
Danby v. Bonnar

20, Worcester v. Bonnar

The Club colours are white crepe shirt, dark blue knickers and stockings.

SANITARY BOARD.

A meeting of the Board will be held to-day, the 24th September, at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to the sites recommended to Government for the erection of Public Latrines and Urinals.
2. The President pursuant to notice will move:—

1. That the Board, under the provisions of Section 39 of the Public Health and Buildings Ordinance, 1903, deputize Dr. Macfarlane to institute summary proceedings before a Magistrate against any person contravening any of the By-laws duly made under Section 16 of the Public Health and Buildings Ordinance, 1903.
2. That the Board, under the provisions of Section 256 of the Public Health and Buildings Ordinance, 1903, deputize Dr. Macfarlane to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by Part II. of the said Ordinance or any By-laws made thereunder.

AGENDA.

1. Applications for exemption from the provision of a scavenging lane at the back of Nos. 41 and 43 Wing Lok Street.
2. Correspondence relative to proposed scavenging lane for 4 new houses between First and Second Streets.
3. Correspondence relative to the provision of open spaces, &c., for certain houses on Kowloon Island Lot Nos. 1090 and 1088.
4. Application for permission to erect a trough closet on Island Lot No. 1433.
5. Correspondence relative to a suggested site for the purpose of depositing rubbish, &c., during stormy weather.
6. Application for a licence to sell articles of food on premises known as No. 54 Quarry Bay.
7. Transfer of licences of Nos. 55 and 56 for the sale of fish and pork from Kong Ngen Yung to Yung Chin Cho.
8. Application for a licence to sell pork at No. 54 Shaukiwan West.
9. Application for permission to use the basements of Nos. 71 and 73 Hollywood Road, for the preparation and storage of food.
10. Correspondence relative to the insanitary condition of certain huts in On Chow Village.
11. Application for permission to erect two urinals in No. 39 Elgin Road, Kowloon.
12. Further application for exemption from the above provision of a backyard for No. 39 Kramer Street.
13. Further correspondence relative to the application for permission to erect water closets at the Peak Hotel.
14. Application for a modification of the requirements of Section 154 in respect of No. 3 Wyndham Street.
15. Application for a licence to sell pork at No. 66 Jardine's Bazaar.
16. Correspondence relative to using the kitchens of certain houses in Wellington Street for the preparation of food.
17. Lime-washing Return for the fortnight ended 15th September, 1903.
18. Rat Return for the fortnight ended 21st September, 1903.

NOTES FROM THE BOTANIC GARDENS.

The Papyrus of the ancient Egyptians was obtained from the plant now known under the name of *Cyperus Papyrus*. It is a very handsome aquatic plant standing 6 or 7 ft. out of the water. There are several specimens growing around the fountain in the old garden. It is supposed to be the bulrush in which the infant Moses was hidden, and to anyone who has seen it growing in Egypt this can be readily believed. In the lagoons near the Suez Canal it forms particularly large and dense beds. In England, where it requires to be grown in glass-houses, it has been under cultivation for a hundred years.

A very useful plant for the garden and for producing cut flowers is *Hedychium coronarium* locally known as the "white ginger." It is very largely grown by the Chinese and may be purchased when in season in Wyndham Street. The flowers are produced at the ends of the shoots in succession and if all of them be allowed to open, instead of cutting the growth when the first flowers expand, the period of flowering is greatly extended. The flowers are white and very sweetly scented. At one time it was supposed to be a native of China but according to the *Index Florae Sinensis* it has, up to the present time, only been collected in a wild state in India and the Malay Peninsula.

A shrub which will be in flower in a few days in the new garden is *Oryanthus tubiflorus*, a native of tropical Africa and belonging to the same family as the *Gardenia*. The flowers are whitish, trumpet-shaped, several inches long and produced in great abundance. They have been mistaken for lilies when cut, having a certain resemblance in form.

The rainfall since the 16th of September has been .58 of an inch only.

LATE TELEGRAMS.

[VIA SHANGHAI.]

ROYAL VISITS.

Berlin, 18th September.
Count Lamsdorff will accompany the Tsar to Rome.—O. Lloyd.

THE BALKANS.

Berlin, 18th September.
Russia recommends the Powers again to warn Bulgaria with regard to the calling out of her reserves. Bulgaria declares that these military measures are of no aggressive character. Here in Berlin it is not believed that war will take place.—O. Lloyd.

THE AUSTRO-HUNGARIAN CRISIS.

Berlin, 18th September.
The proclamation of the Emperor Franz Josef to the Imperial and Royal army with regard to the Hungarian words of command and emblems to be used in the Hungarian part of the army says that H. M. the Emperor will never give up his authority, which guarantees the defence of the Austro-Hungarian monarchy against every enemy. The decree causes the greatest excitement in Hungary. The ministerial crisis has become more acute with regard to the proclamation and some other demands of the opposition.

The Austrian Reichsrath is called for Wednesday, the 23rd September.—O. Lloyd.

GUARANTEE OF PEACE.

Berlin, 19th September.
The *Norddeutsche Allgemeine Zeitung* states in a leader that the visit of H. M. Emperor William, which takes place to-day at Vienna, is a renewed guarantee of peace and is well-fitted to prove the stability of the German-Austro-Hungarian alliance and to strengthen the same.—O. Lloyd.

THE SUNKEN CHINESE CRUISER.

The projected voyage of a survey party to the wreck of the Chinese cruiser *Huan Tai* has not yet been definitely arranged. As before intimated in these columns, the sunken cruiser lies in about 17 fathoms of water. If salvage operations are undertaken, it will be for the purpose not of raising the ship but of recovering the specie and rifles on board, amounting to some \$1,000,000 dollars' worth.

The following official statement regarding the collision was given by Mr. Arthur Piers, general superintendent of the Canadian Pacific Railway Company's steamships, at Montreal:—

The *Empress of India*, bound for Hongkong, was passing the Chinese cruiser *Huan Tai*, both vessels being on parallel courses and going in the same direction. When nearly up to the Chinese cruiser, her captain suddenly and without any warning starboarded and came across the bow of the *Empress of India*. The latter at once manoeuvred into position, which resulted in the blow from the cruiser being a glancing one, instead of a direct impact. The cruiser, then sliding aft along the mail steamer, did some damage to the upper works of the latter, but she herself was struck by the starboard propeller of the *Empress of India*, and sank in ninety minutes.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 3.30 p.m. on the 22nd inst., and left again at 11 p.m. same day, via Nagasaki, for Shanghai, where she is due to arrive at 3 a.m. on the 26th inst.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 22nd inst., and may be expected here on the 23rd inst.

The steamer *Arratoon* Apsar, from Calcutta, left Singapore for this port on the 22nd inst., p.m.

The H.A.L. steamer *Saxonia*, from Hamburg, left Singapore for this port on the 22nd inst., p.m., and may be expected here on the 28th inst., a.m.

The N.P. steamer *Victoria* arrived at Yokohama on the 22nd inst.
The C.N. steamer *Kaifong* left Manila for this port on the 23rd inst., and is expected here on the 26th inst., at daylight.

POLICE COURT.

Wednesday, 23rd September.

Before Mr. T. SACCOMBE SMITH (Police Magistrate).

THEFTS FROM THE NAVAL YARD.

EXTENSION WORKS.

Some time ago Messrs. Punchard, Lowther & Co., the contractors for the Naval Yard Extension, reported to the Police that a large quantity of property had been stolen from the Yard, including chains, clippers, and Lewis-bolts. With the assistance of two of the employees of the firm, the Police searched through the marine dealers' shop, and came upon three Lewis-bolts, value \$20 each, and four shovels with P. L. & Co. marked on the wood. The bolts were immediately recognised. On the case coming before the Court the owner of the shop in which the stolen goods were found, was convicted of receiving the goods, well knowing them to have been stolen. Mr. H. W. Lockyer, solicitor, defended. The defendant bought the Lewis-bolts for \$1.50 and the shovels for 10 or 15 cents each, whereas they cost \$27 per dozen. The wood-work was new to look at, and the paper labels which had been on the handles were still adhering. His Worship sentenced the defendant to three months' imprisonment without the option of a fine.

Meanwhile the Police had made further search and discovered in another marine dealer's store 30 fathoms of one-in-h chain and two pairs of clippers belonging to the Company, the chain having been specially made at home and sent out for the works. The owner of this shop was also charged with receiving stolen goods and was defended by Mr. J. Hastings, solicitor. When the case was last before the Court the defendant produced a witness to say that he had bought the goods at a certain shop and the case was again remanded till yesterday to allow this witness to be examined.

When the case was called the defendants did not appear. Mr. P. W. Goldring, solicitor, was present on behalf of Mr. Hastings, who was unwell. He stated to his Worship that they had no further instructions in the case.

His Worship ordered the defendants' bail of \$200 each to be forfeited and an order was issued for the apprehension of the accused.

Messrs. Spafford and Griffiths of Messrs. Punchard, Lowther & Co. gave assistance to the Police in the search for the stolen property and were the means of its identification.

Before leaving the Court, Mr. Spafford mentioned to the Magistrate that they had lost no less than 1,800 fathoms of chain since the business of the Naval Yard Extension started. His Worship—Well, you have got some back, at any rate.

We understand that the dealer who was sentenced to three months' imprisonment in the first case mentioned above has made an application for appeal from the sentence.

OPIMUM SEIZURE.

On the complaint of Mr. J. J. Spooner of the Opium Farm three women were charged with being in illegal possession of opium in a house of ill-fame in Lascar Row. They were all convicted, and fines to the amount of \$320 were recovered, the first defendant being fined \$250.

RETAILING INTOXICANTS WITHOUT A LICENCE.

On Tuesday evening Inspector Langley sent an Indian constable with a marked dollar into a shop, 20, Austin Road, Kowloon, in which intoxicants were suspected of being sold without a licence. A salesman supplied the constable with a bottle of rum, for which the marked dollar was paid, and 70 cents change given. Inspector Langley afterwards unconsciously called, and finding the marked dollar on the counter, searched the premises, being rewarded by the discovery of six bottles of whisky, three gallons of rum, and other liquors. Charged at the Police Court yesterday, the Indian proprietor of the shop gave but a feeble explanation, stating that the Inspector placed the dollar on the counter. His Worship ordered the spirits found to be forfeited, and passed sentence of three months, with the option of a fine.

UNLAWFUL QUARTERING.

P.S. 19—prosecuted a native of New Kowloon for quarrying stone, having no lawful right to do so. Sentence—\$100 or three months.

THEFT.

Four months' hard labour were given a young Chinese for stealing clothes belonging to his father, who appeared as a witness. A previous conviction stood against the defendant of having assumed the name of a Police officer, for which offence he was fined \$50, or six months.

For stealing a blanket from a sailing-ship in the harbour, a Chinaman, who stated he earned his daily bread copying numbers for the Land Court, was handed over to the care of the printing department of Victoria Gaol for one month.

ASSAULT.

Into a cigar-store in East Street a Japanese went to purchase some tobacco. Sundry drinks having made him quarrelsome, he fell out with the master of the shop, whom he assaulted. A Japanese witness for the defence stated that 500 or 600 Chinese—one or two more or less made no difference—came out of the shop, but the Chinese being higher than he was, the assault was not witnessed by him. \$10, or fourteen days, and \$5 compensation to the master, and \$2 to a foki was the Magistrate's award.

SHARK IN THE HARBOUR.

On Monday evening, when out at the back of Stonecutter's Island, a bathing party, just about to return to Hongkong, noticed some disturbance in the water about 150 yards distant, evidently caused by the presence of some marine monster, followed first by a good-sized fish springing out of the water, and last by the appearance of the triangular fin and then the tail of a shark. The monster came to the surface several times.

S. JOSEPH'S COLLEGE.

The Brother Director of S. Joseph's College begs to return his warmest thanks to the following gentlemen for their kind donations towards the additions lately put up in the College.

Mr. Ho Tung	\$100
Hon. Sir C. P. Chater and Lady	400
Mr. Ho Tung	400
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Hung Sing Cheong	25
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Another	25
Mr. Chan Tek Loong	20
Y. H. Dawson	20
Austro-Hungarian Consul	10
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Mr. M. Mody	10
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A. J. Raymond	10
A. Pierre Marty	10
E. Malory	10
Chan Ung Ming	10
Ed. Osborn	10
Paul Ehlers	10
A. Cuttano	10
E. Neidhardt	10
T. A. N. lan	10
Ip Shau Kim	10
E. H. Sharp	10
J. W. Allen	10
C. Sperry	10
Hon. H. E. Pollock, K.C.	10
Mr. E. Mitchell	10
W. G. Gibbs	10
W. H. Percival	10
E. M. Huzeland	10
C. J. Gaupp	10
H. K. Holmes	10
Chou Loo Choo	10
Chau Kim Po	10
A. Shaw	10
A. R. Crivie	10
A. R. Lowe	10
G. Badolo	10
F. Kutter	10

OMAR AND HARMSWORTH.

The *Japan Advertiser* handles the London *Daily Mail* without gloves, but the castigation is well deserved. "Saul is among the prophets," says our Yokohama contemporary, "and the hapless *Daily Mail* of London among the prophets. The copyright restrictions on Fitzgerald's popular translation of Omar Khayyam having been removed, that intensely human poet and philosopher becomes the property of more than the favoured few. He comes within the reach of the many who need him. The appearance of a threepenny edition on the London book market has caused the *Hullington Mail* to regret the period when 'mischievous' books were publicly burned by the common hangman. Of course there were no newspapers then, not even a *Daily Mail*, or the common hangman might have had an uncommonly busy time. The spectacle of the London *Mail* posing as a guardian of public morals, and as advocate of the purest and best literature, is one to move a confirmed melancholic to mirth, to arrest the agonies of lost souls, and make them shake their red-hot fetters with very glee. According to Harmsworth's immaculate and edifying organ, old Omar is 'inimical to public morals, his philosophy is mischievous and depressing, and if followed to its logical end would overwhelm the fabric of society in a flood of sensuality.' Has the intelligent enunciator of this dictum ever considered the effect upon the social fabric of following to their logical end the teachings of the Founder of Christianity, and if so, dare the *Mail* describe the Bible as a book to be burned by the common hangman? No comparison between the rhymes and the scriptures is suggested; the reference merely accentuates the feebleness of the 'logical end' argument. Omar! O Omar! Both of them are known for what they are. There is no misunderstanding in either case. Perhaps the philosophy of 'this crapulous wine libber, this blasphemous old toper,' as the *Mail* describes him, may receive attention when the philosophy of the *Mail*, to put it complacently, is credited with less importance than it doubtless deserves."—Kobe Chronicle.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has fallen over Central Japan, risen over the Loochoos.
The depression is moving NE. and approaching the S. coast of Japan in the neighbourhood of the Kii Channel.
Pressure remains high to the NE. of Japan.
Fresh NE. winds in the Formosa Channel and over the N. part of the China Sea.
Forecast:—Moderate NE. winds; fair.

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Hongkong, 17th September, 1903.

[33]

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TREASURE BURIED IN A TALE.

"Jaques" writes as follows in the *Daily Chronicle* concerning the £500 buried, so to speak, in a story running serially in *Tit-Bits*:—
We are in such good luck just now that foreign gentlemen, sojourning at the Hotel Cecil, are moved to bear witness in print to the virtues of the national character. One of them has written to an evening paper to express his admiring wonder at the good faith of a recent prize competition in a weekly journal which collects morsels of startling knowledge, and serves them up hot. In what other country, he asked, would people have taken seriously the announcement that five hundred pounds, buried somewhere, might be dug up by the reader who was clever enough to make out the directions, skillfully concealed in the text of a certain story? In France, for instance, where nothing is sacred to a sapper or a scribbler, the spirit of mockery would have made so free with the golden promise, that no man would have ventured to be seen in any highway or byway, armed with such simple necessaries for the quest as a compass and a pickaxe. Think how the cabarets of Montmartre would have echoed with satirical ballads, sung by the bards, and then sold to listening millionaires at a franc a copy! Why, the life of the humble botanist would have been made burdensome by the pleasures of villagers in every corner of France, pointing ribald fingers when he stooped to examine the captivating mosses of the wayside! But in this grave and earnest country of ours, where no man jokes except at his peril, there was no whisper of scepticism. Seekers after the buried treasure probed about the land, disturbing earthworms, and no man gazed at them. They kept their own counsel, no doubt; when you are looking for five hundred pounds in a cart-rut or a watercourse you don't mention it to every stranger. It is not wise to "peg out a claim," as the miners do at Klondyke, thus advertising your researches to possible rivals. What if the local highway boards thought of the respectable tramp, with his compass and his pickaxe, and his copy of *Tit-Bits*, I do not know. When they saw him feverishly breaking up a road, perhaps they thought he was making pitfalls for motor-cars, and unobtrusively winked at his public spirit. But it is odd that the migration of great masses of people, wandering over the face of the country on foot, like the Dukhobors over the Canadian prairies, were disregarded by the newspapers. At a moderate computation, thousands of gold-seekers must have invaded paths where trespassers are prosecuted; and yet the landowner was unmoved, and the law remained inert. You may take this, if you like, as a proof that when the country is absorbed in speculating whether our chilly summer is due to the interaction of the Gulf Stream at right angles by a current of ice water from the North Pole, even a tide of foreign invasion could pass over us without exciting notice. I understand that the gentleman who applied himself resolutely to the search, and found the treasure with no great difficulty, has a mathematical fragment of a gas-pipe, has a mathematical board, but has no taste for the romantic? Will he tell the story so that we shall quiver over it at bedtime, as we did over *Treasure Island* and the *Gold Bug*? I trust not. I do not believe that the young and ardent subscribers to *Tit-Bits* are palpitating to know how this money was found in the gas-pipe. Nay, I suspect that the fortunate possessor of the mathematical board, when he had peeped the notes and gold into the bank, forgot to add the gas-pipe to his collection of bric-a-brac.

GERMAN OPINION ON ANGLO- RUSSIAN AFFAIRS.

The Berlin correspondent of the *Times* wrote on the 16th ult.—The German Press does not neglect the opportunity afforded by the constitution of a Russian Viceroyalty for the Far East. The incident gives fresh zest to the favourite theme of the antagonism between Great Britain and Russia throughout Asia, or as the German phrase has it, the struggle between the bear and the whale. The constant use of this stark metaphor, by the way, sometimes leads to slight incongruities of expression; it is not long since a leading journal spoke of the bear and the whale as mining and counter-mining against each other in Persia. On the present occasion ingenuity is chiefly expended in speculations as to the effect of Russia's latest move on the Anglo-Japanese Alliance. The *North-German Gazette* professes to think that the concluding sentence of the leading article in the *Times*, in which it is pointed out that a Russian Viceroy supported by a powerful army and fleet is installed in the territory in which Russia formerly denounced the presence of a foreign Power as a permanent danger to Chinese independence and to the peace of the Far East, is intended to rouse feeling in Japan afresh against Russian policy. The semi-official organ, however, is inclined to think that the Imperial Ukase is a symptom of the peaceable nature of Russo-Japanese relations rather than the reverse, and that the Tsar's decree has not come as a surprise to diplomatists in Tokyo.



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Hongkong, 3rd September, 1903. [2484]

HONGKONG BUSINESS DIRECTORY.

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Hongkong, 3rd August, 1903. [2185]

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Agents.
Hongkong, 23rd September, 1903. [2673]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [28]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ & JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900. [3]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [29]

AAUHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [113]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 29th May 1895. [72]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security ... \$235,719
Total Losses Paid ... \$8,769,240

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1903. [144]

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to accept RISKS at Current Rates.

HOLZ, JACOB & CO.,
Agents.

Hongkong, 30th July, 1903. [2160]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902.
\$16,378,771.

I. AUTHORIZED CAPITAL ... \$3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,750,000 0 0
PAID-UP CAPITAL ... 687,500 0 0
II. FIRE FUNDS ... 2,867,255 15 10

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th June, 1903. [1889]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS.

Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [204]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & CO.

Beware of JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2166]

TENDERS are invited for the supply to
H.M. Naval Yard of the undermentioned
TIMBER MATERIALS for One Year from
12th OCTOBER, 1903, viz:—
TEAK
AMERICAN FIRE
CAMPHOR WOOD
HARDWOODS
Forms of Tender, and information in regard
to the conditions of Contract, &c., can be
obtained on application to the NAVAL STORES
OFFICER, H.M. Naval Yard. To enable
persons tendering to estimate what stocks they
would be expected to keep, they will be pro-
vided, if necessary, with a statement showing
the expenditure of the different descriptions of
material during the twelve months ending
30th June last. A deposit of one hundred dollars
will be required with each tender, but this will
be returned on the acceptance or rejection of
the same.

The Tenders, which will be received till
NOON on 23rd INST., should be sealed and
addressed to the Commandant, H.M. Naval
Yard.
Hongkong, 21st September, 1903. [2634]

THE AMERICA CUP.

From American papers quoted in the *Kobe Chronicle* we publish a few extracts from the voluminous reports that have appeared of the last international yacht race for the possession of the America Cup. The following is a summary of the first completed race, sailed on the 22nd ult. —

"In a piping breeze—the weather he wanted—and under as clear a sky as mariners at Sandy Hook have ever known, Sir Thomas Lipton saw his third *Shamrock* out-maneuvred and out-sailed in the first completed race this year of the international series. Not since the coveted trophy was won, fifty-two years ago to-day, by the Yankee schooner whose victory was so decisive that to the enquiring British monarch it was announced, 'Madame, there is no second,' has there been a contest which for its closeness and for the suspense in which it held the thousands who went down to see it, compared with the desperate two-hour thrash to windward to-day of the *Reliance* and *Shamrock III*.

"To the incomparable seamanship of Captain Barr not less than to the unequalled lines of the *Reliance* was due the victory of the Yankee defender. Getting his boat over the starting line well to windward and on practically equal terms with the Britisher, Barr kept his craft in the windward berth throughout, forcing Captain Wringe at a critical stage to make two otherwise unnecessary tacks to escape from under his rival's lee. The sailing of the *Shamrock* skipper was practically flawless. The advantage which he lost before the race was fairly begun was costly and he paid the price. That was the story of the day.

"The skippers jockeyed picturesquely for the start. Never did yachts look more beautiful than in the rollicking, tumbling sea, with the brilliant sun on their white and creamy sails, painting wonderful effects in the high lights and shadows which melted into each other constantly. Now apart and now close together, they swooped about in wide circles or changed their direction sharply, and all the while it looked to the followers of the *Shamrock* as if Wringe was getting the better of it, while the patriots hoped and the sharps knew that Barr had far and away the advantage of the start, although the *Shamrock* did cross first. There was a fine romp over the ocean straight into the wind, which beat warm and soothingly upon the faces turned towards the racers. They were heeled far over, so that to those behind the head sails belled out in exquisitely graceful loops. The foam of the seas, protesting against the boats sailing so fast, boiled furiously at their bows and spindrift swept aft in clouds. The white-capped sailors, lying flat on deck with heads outboard because the head is the heaviest part of the body, were rather envied by the spectators because the spray that fell upon them looked cool and refreshing.

"The first leg of a race probably never was watched more closely. To begin with, it was impossible to determine how near together were the racers, because early in the contest they split tasks, and it was a guess whether they were minutes or a mile apart. The uncertainty, coupled with the beauty of the day itself, kept up the interest until the outer mark was reached.

"And then it became keen, for this would afford the first real comparison. There was sadness when it became apparent that the *Reliance* was a long way ahead, for that settled the race and it could not be close. Everybody wished a close race.

"When the *Reliance* swept around like a gull, eased her sheets, set her balloon staysail, spinnaker, and balloon jib, the great filmy sails filled swiftly and beautifully. Her white hull settled down in the water, and away she sped through the water, passing the *Shamrock* like a shot. As the minutes sped by and the *Shamrock* still headed for the weather mark it became apparent that she was out of it. And then, when her knees refused to behave properly, even a chance of making a fair comparison of the running abilities of the yachts was destroyed.

"The second race, which was won by *Reliance* by seventy-nine seconds, is thus described:—
"The *Reliance* won her second race for the America Cup to-day in one of the fastest contests ever waged for the historic trophy. *Shamrock III* also sailed a great race, and was defeated by only one minute and nineteen seconds, corrected time; but the minute was as fatal as an hour. It was a gallant fight from start to finish, in which the better boat and the keener skipper won.

"There were still some *Shamrock* optimists who went down to the scene cherishing the hope that the challenger would yet display some of those previously advertised qualities of hers, but the *Reliance* gained a fine start, and crossed the line ahead and with the windward berth. She gained on each leg of the triangle, and finally came flying home a victor by a minute and nineteen seconds.

It was as pretty and hard-fought a contest as has ever been sailed off Sandy Hook, and had the wind not fallen during the last ten minutes, the record for the course, three hours, twelve minutes and fifteen seconds, made by the *Columbia* two years ago, in her memorable race against the *Shamrock II*, would have been broken. As it was, the *Reliance* sailed the thirty miles within two minutes and thirty-nine seconds of the record, which speaks wonderfully of her speed in the wind that was blowing.

The *Reliance's* victory, narrow as it was, would have even been smaller had not Captain Wringe, the skipper of the British ship, bungled at the start, sending his craft over the line nineteen seconds after the last gun and handicapping her to that extent.

"At every point of sailing the defender's superiority was demonstrated. She gained one minute and fifty-five seconds in windward work, forty seconds on the run to the second mark, and forty-five seconds on the close reach for home.

"The spectators watched the jockeying for the start with eager interest. It was hair-raising to see what close company the giant single-stickers kept. It seemed momentarily as if the spars and hulls would clash, but they wheeled and circled like gulls, tacking, gybing, and putting about across the line, cross-bauled for the thrush to windward. It was seen that the American skipper, by his extremely clever work, had again out-generalled his rival and secured the weather gauge. Not only was the challenger's captain defeated in his effort to secure the windward berth, but he actually failed to cross in time to save a handicap, an almost unpardonable offence in a cup contest.

"As the clean-limbed racers got further out the weight of the wind steadily increased, and the waves began to spill froth from their green crests. Both boats, with every stitch of canvas set, smashed into the seas, heeling down in the puffs under the press of thousands of yards of light canvas until their lee rails were awash in the foaming brine. Their crews, piled up on the weather side, were repeatedly deluged with the showers of spray sent aloft by their shark-like bows.

"Slowly but surely the thousands aboard the observation fleet saw that *Reliance* was gaining—opening a wider stretch of water between her and the challenger.

"As soon as the *Reliance* rounded, the patrol flotilla blew their whistles, and clanging bells in the engine-rooms sent the whole fleet at full speed to leeward of the last leg of the course. There the vast concourse of steam craft lay wallowing in the trough of the sea until the yachts, bowling along at a terrific pace, turned the second mark. The *Reliance* sailed this leg of ten miles in 56m. 20s. Then the fleet started for the finish line, steaming a course parallel with that of the flying yachts. This last leg was also covered at roaring speed, the *Reliance* still increasing her lead with her wake streaming alee, a path of dancing white on the deep blue bosom of the sea. Just before the finish the wind died down, but the *Reliance* went across in ample time to win, having covered the ten miles in 57m. 40s.

"There followed the usual riot of whistles mingled with the wail of sirens, the clang of bells, and the exultant shouts of patriots and the booming of cannon. *Shamrock* was about a mile astern, and crossed four minutes and forty seconds later, to a repetition of the riot which had welcomed the *Reliance's* victory.

"Then the great observation fleet headed back to New York at top speed, not waiting to follow the racers. And it was well that it was so. Before half the fleet had reached the upper bay a grey squall out of the north-west, raising a curtain of spray as it came, struck the fleet, bringing grief to many excursionists and carrying away yacht and steamer awnings and top hamper generally.

"The *Reliance* was permitted by the regatta committee to sail to-day's race subject to the re-measurement of her gaff. She had taken on a new stick, and the result of the race is technically in doubt, although it is certain that the change cannot affect the *Reliance's* victory."

Refreshment and Agreeable.

JUST LANDED BY S.S. "JAVA."

A Consignment of FRESH PROVISIONS

from Messrs. Cross & Blackwell and

Philippe & Conard.

Also

Messrs. Hantley & Palmer's Varied Assortment of BISCUITS, CAKES and Confectionery's best Assorted CHOCOLATE SWEETS.

H. RUTTONJEE,

No. 5, D'Almeida Street,

36 to 38, Elgin Road, Kowloon.

Hongkong, 23rd September, 1903. [2607]

NOTICE—FOR SALE

THE SWATOW HOTEL,

SWATOW.

SPLENDID SITUATION FOR HOTEL, OFFICES,

OR GODOWNS.

THIS Hotel is situated two minutes' walk

from landing, commands a splendid view

of the Harbour, and is close to steamers lying

alongside of wharves.

THE ONLY HOTEL IN SWATOW.

For Sale—the Hotel, Land, and Property

with site places, Furniture, Stock, and Goodwill

of Business; together with a Lease of another

Eleven Houses adjoining the Hotel, making

one whole block.

The Lease has Six Years to run, with an

option of another Eight Years.

The Hotel comprises—Bar, Two Billiard-

rooms, Dining-room, Music-room, Sitting-room,

Five Bed-rooms, Boys'-room, Kitchen, Store-

room, and Private Quarters.

The Proprietor begs to mention the reason of

the sale is on account of his wishing to go home

for treatment of an eye affliction.

For further Particulars, apply to the Owner

and Proprietor,

F. H. HYDE.

Swatow, 29th August, 1903. [2600]

WM. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

TURKISH

TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK

YOUR DEALER FOR THIS BRAND.

[43]

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

BLASTING GELATINE AND GELIGNITE,

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEI HAI WEI.

AGENTS—

325

JARDINE, MATHESON & CO.

JAPAN COALS.

ITSUI BUSSAN KAISHA

(ITSUI & CO.)

HEAD-OFFICE—1, SUZUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafoo, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoroseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Misaki, Hakodate, Taipei, &c.

Telegraphic Address: "ITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamato and Ida Coal Mines; and SOLE AGENTS for Hokoku, Horo, Kanada, Fujinokawa, Mameda, Manoura, Onoura Otsuji, Sasahara, Tsukaguro, Yoshinokawa, Yoshio, Yanokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

MIDZUSHIMA & CO.

SHIPPING.

ARRIVALS.	DESTINATION
Sept. 22, PHEA OHOM KLAO, German str., 1,011 D. Heimer, Bangkok 12th September, Rice—BUTTERFIELD & SWIRE.	
Sept. 23, ANABA, British str., 1,567, C. J. Matlock, Surabaya 14th Sept., Sugar, JAMESON, MATTHEWSON & CO.	
Sept. 23, AMERICA MARU, Japanese str., 3,480, P. H. Gung, San Francisco and Shanghai 20th Sept., Mails and General—TOYO KISEN KAISHA.	
Sept. 23, CLARA JESSEN, German str., 1,103, F. Bendixen, Hongkong 20th September, Coal—JESSEN & CO.	
Sept. 23, FORMOSA, British str., from Canton, Sept. 23, FRANKLIN, British str., 443, Vanghan Lowe, Weihaiwei 17th Sept.	
Sept. 23, HIRON, British str., 1,989, W. Walsh, Moji 17th Sept., Coal—MITSUI BUSSAN KAISHA.	
Sept. 23, KONG WAH, German str., 1,115, W. Muller, Bangkok 16th Sept., Rice and To kwood—BUTTERFIELD & SWIRE.	
Sept. 23, KUIKING, British str., 1,800, Hunter, Hankow 17th September—BUTTERFIELD & SWIRE.	
Sept. 23, LYNNHORN, German steamer, 1,938, Lehmann, Shanghai 20th Sept., General—SIEMSEN & CO.	
Sept. 23, NOR, Norwegian str., 930, A. Theisen, Moji 18th Sept., Coal—ORDER.	
Sept. 23, PAKLING, British str., 4,400, L. Conrad, Liverpool 14th Aug. and Singapore 17th Sept., General—BUTTERFIELD & SWIRE.	
Sept. 23, PRALA, British str., 1,287, J. McGinty, Cebu 18th September, General—SHEWAN, TOMES & CO.	
Sept. 23, SHANGHAI, British str., 845, A. Jones, Saigon 19th Sept., Mails—BRADLEY & CO.	
Sept. 23, UNDA, Norw. str., 879, G. Gabrielsen, Moji 18th Sept., Coal—ORDER.	

CLEARANCES.

At the HONGKONG MARINE OFFICE.
 23rd September.
 Amara, British str., for Singapore.
 Andromeda, German str., for Swatow.
 Eastern, British str., for Australia.
 Glenahol, British str., for Shanghai.
 Pakling, British str., for Shanghai.

DEPARTURES.

23rd September.
 BENJAMIN, British str., for Nagasaki.
 CLARA JESSEN, German str., for Chinkiang.
 DAIKIN MARU, Japanese str., for Swatow.
 DUNBAR, British str., for Kutchinotzu.
 ELSE, German str., for Hainan.
 EMPRESS OF JAPAN, British str., for Vancouver.
 HONMAO, French str., for Hainan.
 KUIKING, British str., for Canton.
 LYNNHORN, German str., for Canton.
 MAZAGON, British str., for Kobe.
 NANSANG, British str., for Calcutta.
 ROSETTA MARU, Japanese str., for Manila.
 SINGAPORE, British str., for Manila.
 TAIHUNG, Chinese str., for Canton.
 VICTORIA, Swedish str., for Samarang.

VESSELS IN DOCK.

23rd September.
 ABERDEEN DOCKS—Kaiser Godeschaw.
 Keweenaw Dock—Imperial German Mail.
 Longwood Dock—Nanyang, Lucon.
 Emma Lloyd.

SHIPPING REPORTS.

The British steamer Amara, from Surabaya 14th Sept., had fine, clear weather with light to moderate S.W. wind and sea to 17 N. from whence to port moderate N.E. winds and sea.
 The British steamer Nifan, from Saigon 19th Sept., had light to gentle winds (variable) and smooth sea from S. James to lat. 18.32 N., long. 111.51 E.; thence to Gap Block gentle to moderate N.E. wind and moderate swell from N.E.
 The British steamer Perla, from Cebu 18th Sept., had light variable breeze and fine, clear weather from Cebu to Kanon; thence fresh to moderate N.E. breeze and rough heavy sea to Tassau; thence moderate to light E.N.E. breeze and moderate sea into port.

VESSELS ON THE BERTH

FOR ODESSA.

THE Russian Steamer
 "KNIAS GORTSCHAKOW"
 will be despatched as above TO-DAY, the 24th inst.
 For Freight, apply to
 BRADLEY & CO.,
 Agents.
 Hongkong, 18th September, 1903. [2575]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAICHING."
 Captain Passmore, will be despatched for the above ports TO-MORROW, the 25th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS STEAMSHIP & CO.,
 General Managers.
 Hongkong, 22nd September, 1903. [2661]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship
 "YUENSANG."
 Captain S. J. Payne, will be despatched as above TO-MORROW, the 25th inst., at 4 P.M.
 This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 22nd September, 1903. [2644]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.
 (Calling at MANILA, PORT AUSTRALIAN and QUEENSLAND PORTS, and taking through Cargo to New Zealand, TASMANIA, &c.)
 THE Steamship
 "GUTHRIE."
 Captain Dabell, will be despatched for the above ports, on or about the 9th October.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c. &c. throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 23rd September, 1903. [2664]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	26th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	BUTTERFIELD & SWIRE	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 17th Oct.
LIVERPOOL	GLAUCUS	Brit. str.	Hilbench	BUTTERFIELD & SWIRE	29th inst.
MARSEILLES, LONDON & ANTWERP.	INABA MARU	Jap. str.	W. Balabridge	NIPPON YUSEN KAISHA	29th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	AUSTRALIAN	Fren. str.	Verron	MESSAGERIES MARITIMES	30th Oct. at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	H. Nish	BUTTERFIELD & SWIRE	13th October.
MARSEILLES, LONDON & ANTWERP.	PAR LING	Brit. str.	E. Wilhelm	MESSAGERIES MARITIMES	30th inst. at Noon.
BREMEN, VIA PORTS OF CALL.	ADRIATICA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	6th October.
HAYRE & HAMBURG	BRIGAVIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	20th October.
HAYRE & HAMBURG	SAXONIA	Ger. str.	Matsovieh	HAMBURG-AMERIKA LINIE	3rd November.
ODDESSA	K. FERDINAND	Rus. str.	A. Bear	SHAWAN, TOMES & CO.	To-day.
TRIESTE, &c. VIA SINGAPORE &c.	SATUMA	Brit. str.	E. Bestham	CANADIAN PACIFIC R. Co.	21st Oct.
NEW YORK, VIA SUEZ CANAL.	TARTAR	Brit. str.	M. Ridley	DOUGLAS STEAMSHIP & CO.	About 23rd inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	G. Anderson	NIPPON YUSEN KAISHA	14th October.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	CALCUTTA	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	5th October.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAMA MARU	Brit. str.	J. McD. Howie	NIPPON YUSEN KAISHA	9th Oct. at 4 P.M.
PORTLAND, OREGON	CHINAT	Brit. str.	Dabell	GIBB, LIVINGSTON & CO.	About 9th Oct.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	NIPPON YUSEN KAISHA	1st Oct. at 5 P.M.
AUSTRALIAN PORTS	GUTHRIE	Ger. str.	Brother	HAMBURG-AMERIKA LINIE	30th inst. at 4 P.M.
YOKOHAMA & KOBE	SAXONIA	Ger. str.	A. Thompson	P. & O. S. N. Co.	2nd Oct. at Noon.
YOKOHAMA & KOBE	ATHOLL	Brit. str.	E. Porter	NIPPON YUSEN KAISHA	About 23rd inst.
YOKOHAMA & KOBE	KAGOSHIMA M.	Jap. str.	K. Kori	P. & O. S. N. Co.	To-morrow, Daylight.
YOKOHAMA & KOBE	MAZAGON	Brit. str.	V. H. S. Hall	BUTTERFIELD & SWIRE	2nd October.
YOKOHAMA & KOBE	KANAGAWA M.	Jap. str.	J. MacKenzie	HAMBURG-AMERIKA LINIE	2nd Oct. at Noon.
YOKOHAMA & KOBE	SAVOIA	Brit. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	7th Oct. Daylight.
YOKOHAMA & KOBE	SAIGO MARU	Jap. str.	Wm. Hunter	NIPPON YUSEN KAISHA	26th inst.
YOKOHAMA & KOBE	KARUGA MARU	Jap. str.	G. M. Montford	P. & O. S. N. Co.	About 25th inst.
YOKOHAMA & KOBE	NORPO	Brit. str.	F. Schulz	SIEMSEN & CO.	29th inst. at 3 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	O. L. W. Field	P. & O. S. N. Co.	About 9th October.
YOKOHAMA & KOBE	COLOMANDEL	Ger. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	27th inst.
YOKOHAMA & KOBE	LOONGMOON	Brit. str.	K. Akashi	BUTTERFIELD & SWIRE	27th inst.
YOKOHAMA & KOBE	MAI	Jap. str.	Passmore	DOUGLAS STEAMSHIP & CO.	To-morrow, 10 P.M.
YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	29th inst. at 11 A.M.
YOKOHAMA & KOBE	MAIDZU MARU	Jap. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	26th inst. at 10 A.M.
YOKOHAMA & KOBE	HUPH	Brit. str.	J. McD. Howie	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	Dabell	GIBB, LIVINGSTON & CO.	5th October.
YOKOHAMA & KOBE	GUTHRIE	Brit. str.	J. McGinty	SHAWAN, TOMES & CO.	23rd inst. at 5 P.M.
YOKOHAMA & KOBE	PERLA	Brit. str.	Somerville	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	WUOHANG	Jap. str.	J. Nagai	NIPPON YUSEN KAISHA	26th inst. at Noon.
YOKOHAMA & KOBE	HIROSHIMA M.	Brit. str.	J. G. Offert	DAVID SASSOON & CO., LD.	6th Oct. at 3 P.M.
YOKOHAMA & KOBE	G. ARCAD	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	1st Oct. at Noon.
YOKOHAMA & KOBE	SAMBA	Ger. str.			

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSTAN GULF, CONTINENTAL, AFRICAN AND SOUTH AMERICAN PORTS.
 THE Steamship
 "BALLAARAT."
 Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 26th SEPTEMBER, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and rates of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 15th September, 1903. [1]

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.

(Taking Cargo at Through Rates to TSINGTAU, CHINKIANG and HANKOW.)
 THE Steamship
 "LOONGMOON."
 Captain F. Schulz, will be despatched for the above ports on SATURDAY, the 26th inst., at 3 P.M.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 23rd September, 1903. [2670]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR NOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship
 "ATHOLL."
 Captain E. Porter, will be despatched for the above ports on MONDAY, the 25th inst., at 4 P.M.
 For Freight, apply at Office of the Company, No. 20, Des Vaux Road.
 J. S. VAN BUREN,
 Superintendent.
 Hongkong, 17th September, 1903. [2608]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR."
 Captain J. G. Offert, will be despatched for the above ports on TUESDAY, the 29th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 23rd September, 1903. [2642]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, on week days, at 2 P.M. and Sundays about 7.30 P.M.
 Fare (week days) 1st Class (including cabin and servants) \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Cabin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong, 8th September 1903. [2113]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUETZ PORT, SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY 30th September
SEYDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 11th November
PREUSSEN	WEDNESDAY 25th November
HAMBURG	WEDNESDAY 9th December
PRINZ HEINRICH	WEDNESDAY 23rd December
KONIG ALBERT	WEDNESDAY 1904
* KIATTSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 20th January
BAYERN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 3rd March
PREUSSEN	WEDNESDAY 16th March
ROON	WEDNESDAY 30th March
* HAMBURG	WEDNESDAY 6th April
PRINZ HEINRICH	WEDNESDAY 20th April

ON WEDNESDAY, the 30th day of SEPTEMBER, 1903, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 28th September. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 29th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 17th September, 1903. [15]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date
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"ROSETTA MARU" H. S. Smith 3976 Tuesday, 29th September, at 11 A.M.
 "ROHILLA MARU" E. P. Bishop 3869 Saturday, 3rd October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 K. NAKASHIMA, Manager.
 Hongkong, 24th September, 1903. [473]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING FOR
 TAMSUI VIA SWATOW "DAIGI MARU" TUESDAY, 29th September
 TAMSUI VIA SWATOW "DAIKIN MARU" SUNDAY, 4th October
 ANPING VIA SWATOW "MAIDZU MARU" SUNDAY, 27th September
 FOCHOW VIA SWATOW "K. AKASHI" SUNDAY, 4th October
 AND AMOY "ANPING MARU" SUNDAY, 4th October

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water front premises at Island to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and for other information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
 Hongkong, 18th September, 1903. [15]

T. ARIMA, Manager

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 25th Sept. at Daylight
J. MacKenzie	KOBE and YOKOHAMA	FRIDAY, 2nd Oct. at Noon
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	SATURDAY, 3rd Oct. at Daylight
K. Kori	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 6th Oct. at Noon
INABA MARU	BOREY, VIA SINGAPORE	TUESDAY, 6th Oct. at Noon
W. Balabridge	COLOMBO	TUESDAY, 6th Oct. at Noon
HIROSHIMA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 6th Oct. at 4 P.M.
J. Negro	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 7th Oct. at Noon
KAGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 9th Oct. at Daylight
Geo. Anderson	KOBE and YOKOHAMA	FRIDAY, 9th Oct. at Daylight
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 9th Oct. at Daylight
S. J. G. Parsons	KOBE and YOKOHAMA	FRIDAY, 9th Oct. at Daylight
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 9th Oct. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—
 T. S. TAKAYANAGI, Acting Manager.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	R.P. Captain	TO SAIL ON
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"INDRAVELLI" 4,699 A. E. Hollingsworth October 14, 1903
 "INDRAPURA" 4,699 A. E. Hollingsworth November 14, 1903
 "INDRASAMBA" 4,197 W. B. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 16th September, 1903. [14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY	7th Oct. 1903
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R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 7th Oct. 1903
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 21st Oct.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 4th Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 18th Nov.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 18th Dec.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 13th Jan. 1904
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th Jan.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 24th Feb.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 9th Mar.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 30th Mar.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 27th Apr.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th Apr.

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